



City of Huntington Beach Planning & Building Department

STUDY SESSION REPORT

TO: Planning Commission
FROM: Scott Hess, AICP, Director of Planning & Building
BY: Jennifer Villaseñor, Senior Planner *JV*
DATE: August 9, 2011

SUBJECT: **COASTAL DEVELOPMENT PERMIT NO. 09-001/ CONDITIONAL USE PERMIT NO. 09-019 (ATLANTA AVENUE WIDENING PROJECT)**

APPLICANT: City of Huntington Beach, Public Works Department, 2000 Main Street, Huntington Beach, CA 92648

PROPERTY
OWNER: Atlanta Avenue Right-of-Way: City of Huntington Beach; Pacific Mobile Home Park: Pacific Mobile Home Park, LLC, 80 Huntington Street, Huntington Beach, CA 92648

LOCATION: Atlanta Avenue Right-of-Way (between Huntington Street and Delaware Street); 80 Huntington Street, 92648 (south side of Atlanta Avenue between Huntington Street and Delaware Street – Pacific Mobile Home Park)

PROJECT REQUEST AND SPECIAL CONSIDERATIONS

Coastal Development Permit No. 09-001 and Conditional Use Permit No. 09-019 represent a City proposed request to widen Atlanta Avenue from Huntington Street to Delaware Street to comply with the primary arterial street classification in the General Plan Circulation Element. The proposed project would also bring the subject segment of Atlanta Avenue into compliance with the Orange County Master Plan of Arterial Highways (MPAH). As defined in the General Plan, the primary arterial street classification provides a 100-foot right-of-way cross-section and a configuration that consists of sidewalk, curb, gutter, a bike lane, and two through lanes in each direction of travel, separated by a striped median. Currently, the subject segment of Atlanta Avenue provides one lane in each direction, a striped median, and on-street parking along a portion of the north side of the street. The proposed cross-section for the subject segment of Atlanta Avenue would provide the primary arterial configuration called for in the General Plan and is consistent with Precise Plan of Street Alignment No. 79-2.

The coastal development permit is required to allow construction of the project and associated improvements within the non-appealable area of the coastal zone. The conditional use permit is required to allow an eight-foot tall block wall atop a variable height (zero to seven feet) retaining wall in lieu of the maximum 42-inch allowable height within the 10-foot front yard setback.

Acquisition of Right-of-Way

The existing public street right-of-way along the subject segment of Atlanta Avenue varies from 60 feet wide (approximately 30 feet north and 30 feet south of street centerline) at Huntington Street to 85 feet wide (55 feet north and 30 feet south of street centerline) at Delaware Street. Consequently, construction of the proposed street improvements require the acquisition of an additional 25 feet of public street right-of-way south of the centerline of Atlanta Avenue (i.e., the ultimate public street right-of-way is proposed at 55 feet south of the street centerline). The additional 25 feet of right-of-way would come from an

approximately 25 feet wide by 630 feet long strip of land from the Pacific Mobile Home Park located immediately south of Atlanta Avenue. The acquisition of the 25 feet would impact eight dwelling units (Unit Nos. 101, 102, 201, 301, 302, 401, 501, and 502) within the park. The impacted residents would need to be relocated pursuant to the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, as specified in the mitigation measures adopted for the project.

Proposed Street Improvements

The proposed street improvements will provide an additional through lane and bike lane in each direction of travel. In addition, the project's scope of work includes clearing and grubbing, the construction of asphalt concrete roadway, striping, curb, gutter, sidewalk, an 8-foot tall concrete block wall atop a variable height (from zero to seven feet) retaining wall exceeding the allowable 42-inch maximum height within the 10-foot front yard setback, landscaping (including the removal or relocation of 25 trees within the existing mobile home park), reconstruction of a 26-foot wide drive aisle (circulation road) and two emergency access gates within the mobile home park, and utility and fire hydrant adjustment and relocation.

BACKGROUND

Atlanta Avenue has been classified as a primary arterial in the General Plan Circulation Element since 1978. The Atlanta Avenue Widening Project was initially identified in the 2006 Federal Statewide Transportation Improvement Program (FSTIP) and 2008 Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP). The project has been authorized by the Federal Highway Administration (FHWA) to receive funding through the Orange County Transportation Authority (OCTA). The California Department of Transportation (Caltrans) is the administering agency for FHWA and the lead agency for environmental clearance under the National Environmental Policy Act (NEPA). Funding for the project is awarded in three phases: preliminary engineering, right-of-way and construction. Each phase cannot begin until the City receives Federal authorization to proceed. The City has already received funding for the preliminary engineering and right-of-way phases. Distribution of funding for the right-of-way phase was contingent upon the completion of environmental review (CEQA/NEPA) for the project. As such, the City completed the CEQA process in January 2011 to ensure funding for the project in accordance with OCTA deadlines and begin discussions with the property owner and affected residents. If the project is approved, the City would begin preparation of construction design documents and pursue additional construction funding.

CURRENT LAND USE, HISTORY OF SITE, ZONING AND GENERAL PLAN DESIGNATIONS

LOCATION	GENERAL PLAN	ZONING	LAND USE
Subject Property:	Atlanta Avenue: Right-of-Way Pacific Mobile Home Park: RM-15 (Residential Medium Density – 15 units/acre)	Atlanta Avenue: Right-of-Way Pacific Mobile Home Park: RMP-CZ (Residential Manufactured Home Park – Coastal Zone overlay)	Right-of-Way; Pacific Mobile Home Park
North of Subject Property: (across Atlanta)	RM-15	RM-CZ (Residential Medium Density – Coastal Zone overlay)	Residential Apartments
East of Subject Property: (across Delaware)	RM-15	RM-CZ	Residential Condominiums

LOCATION	GENERAL PLAN	ZONING	LAND USE
South of Subject Property:	RH-30-sp (Residential High Density - 30 du/acre – specific plan overlay)	SP5 (Downtown Specific Plan) – CZ	Remaining portion of Pacific Mobile Home Park; Waterfront Hilton
West of Subject Property: (across Huntington)	CV-F7-sp (Commercial Visitor – 3.0 Floor Area Ratio – specific plan overlay)	SP5-CZ	Pacific City project site

The project site consists of the existing Atlanta Avenue right-of-way from Huntington Street to Delaware Street and the northern portion of the Pacific Mobile Home Park, a 252-space mobile home park developed in the mid-1950s. The project site is approximately 2.6 acres in area. The existing Atlanta Avenue right-of-way consists of approximately 1.57 acres of the project area and approximately 1.03 acres of the existing 18.24-acre mobile home park property makes up the remainder of the project area.

APPLICATION PROCESS AND TIMELINES

DATE OF COMPLETE APPLICATION:

July 29, 2010

MANDATORY PROCESSING DATE(S):

MND: January 27, 2011 (within 180 days of accepting application as complete) – Not Applicable to public projects

CUP/CDP: March 28, 2011 – Not Applicable to public projects

An application for EA No. 09-001, Coastal Development Permit (CDP) No. 09-001 and Conditional Use Permit (CUP) No. 09-019 was filed on February 4, 2009 and deemed complete on July 29, 2010. The MND was adopted by the Zoning Administrator on September 15, 2010 and subsequently appealed by the property owner of Pacific Mobile Home Park on September 27, 2010. The Planning Commission conducted a public hearing and adopted the MND on October 26, 2010. The MND was then appealed to the City Council by the Pacific Mobile Home Park owner and was adopted on January 18, 2011.

CEQA ANALYSIS/REVIEW

Mitigated Negative Declaration (MND) No. 09-001 received final approval from the City Council on January 18, 2011. The draft MND concluded that the project, as proposed, would not result in significant adverse environmental impacts with the incorporation of mitigation measures. Mitigation measures were adopted to reduce impacts in the areas of air quality, cultural resources, biological resources, noise and population and housing.

During the 30-day comment period for the draft MND, the City received five comment letters, including a comment letter from the Pacific Mobile Home Park owners. Prior to taking action on the MND, the City responded to each of the comments raised in the comment letters. A copy of the adopted MND including Responses to Comments (consists of comment letters, responses and errata) is provided as Attachment No. 4.

On February 16, 2011, subsequent to the City's adoption of MND No. 09-001, the Pacific Mobile Home Park owners filed a CEQA lawsuit although no action has been taken on the project and a notice of determination has not been filed. The trial date is set for December 16, 2011.

COMMENTS FROM CITY DEPARTMENTS AND OTHER PUBLIC AGENCIES

The Department of Public Works is the project applicant and has designed the project to meet City standards. The Fire and Police Departments and the Building Division have reviewed the project plans for compliance with applicable codes. The Department of Economic Development has provided comments on the relocation process and, with assistance from the City's real estate/relocation consultant, is currently working on a relocation plan anticipated for City Council consideration in Fall, 2011.

The project has been awarded funds from the Federal Highway Administration (FHWA). Public Works staff has been working with OCTA and Caltrans, the administering agencies, throughout the funding process.

PUBLIC MEETINGS, COMMENTS AND CONCERNS

The Public Works Department, as the project applicant, initially presented the project to the Mobile Home Advisory Board on January 26, 2009, and has provided updates to the Board throughout the process. Additionally, upon issuance of authorization for the right-of-way phase, the Public Works Department and City's relocation consultant have been in contact with the residents to be relocated as part of the relocation plan process. Several noticed public hearings on the environmental review (CEQA) for the project were held on the following dates:

September 15, 2010 – Zoning Administrator meeting

October 26, 2010 – Planning Commission meeting

January 18, 2011 – City Council meeting

Notification of the meetings was published in the Huntington Beach Independent and provided to all property owners and tenants on the subject site and within a 500-foot radius as well as interested parties.

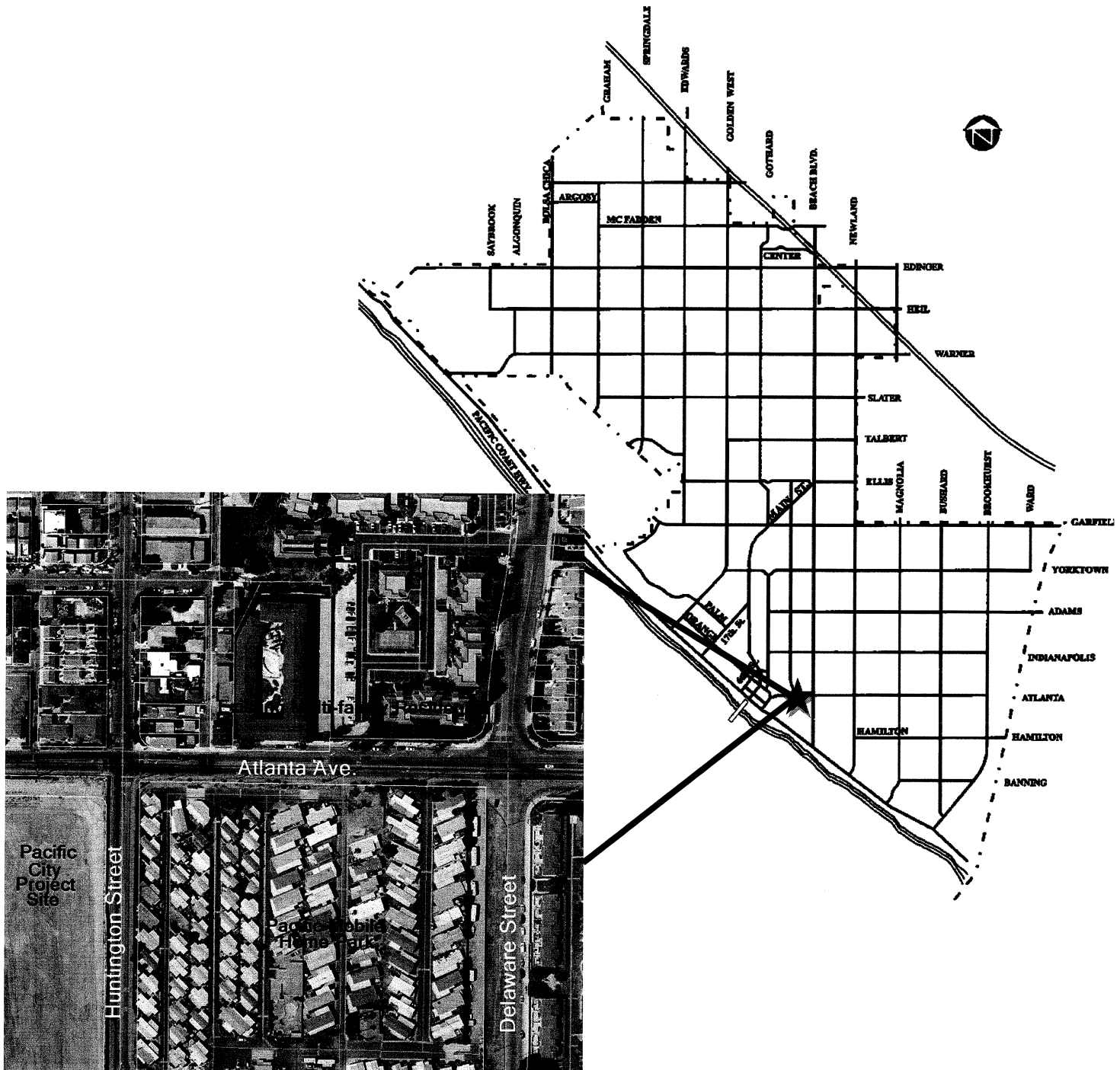
PLANNING ISSUES

The primary issues for the Planning Commission to consider are:

- The project's consistency with the General Plan and City's certified Local Coastal Program;
- The project's conformance to the HBZSO and applicable codes; and
- The project's effect on surrounding residents and properties.

ATTACHMENTS:

1. Vicinity Map
2. Project Plans, dated and received February 4, 2009
3. City Council Notice of Action – MND No. 09-001
4. MND No. 09-001 (includes MND, Errata to MND, Comment Letters and Responses to Comments)

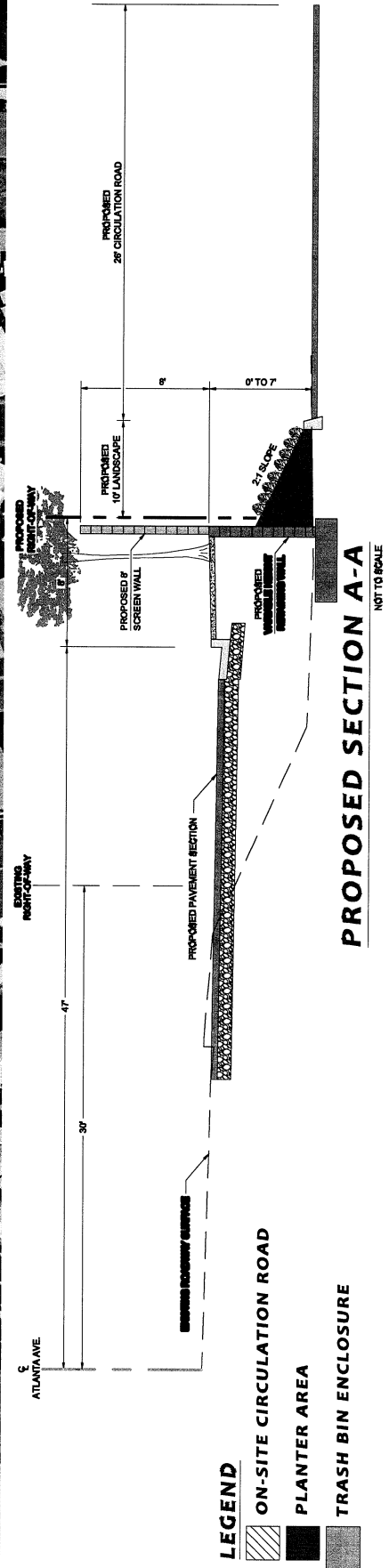
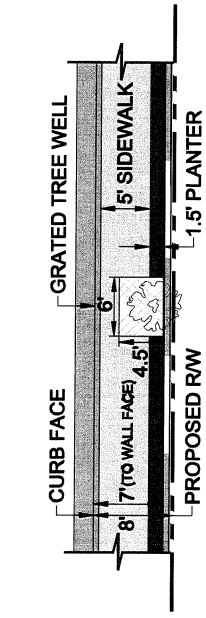


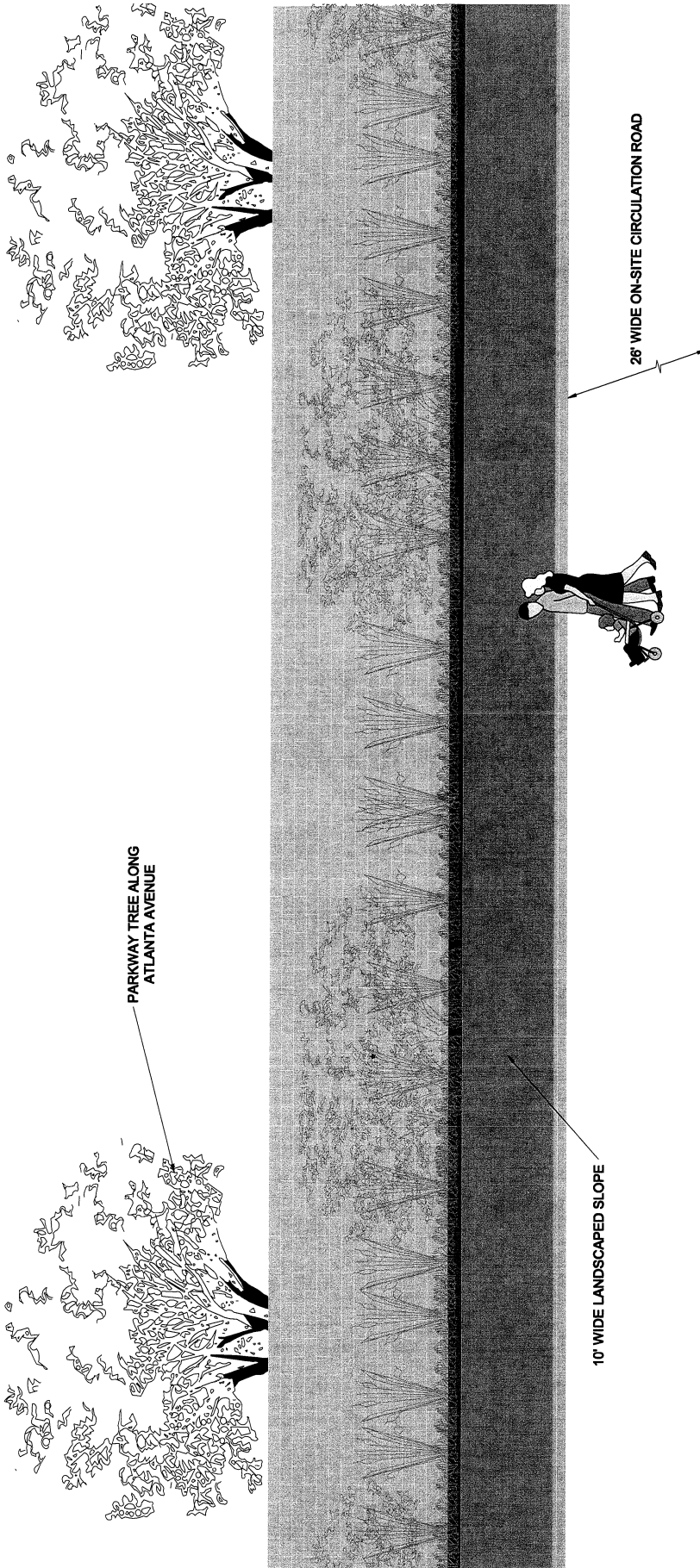
VICINITY MAP

Conditional Use Permit No. 09-001/Coastal Development Permit No. 09-019
(Atlanta Avenue Widening Project)

ATTACHMENT NO. 1

CONCEPTUAL DESIGN





CONCEPTUAL VIEW FROM PACIFIC MOBILEHOME PARK
(LOOKING NORTHERLY TOWARDS ATLANTA AVENUE)

Underground Service Alert
Call: TOLL FREE
1-800-422-4133
TWO WORKING DAYS BEFORE YOU DIG

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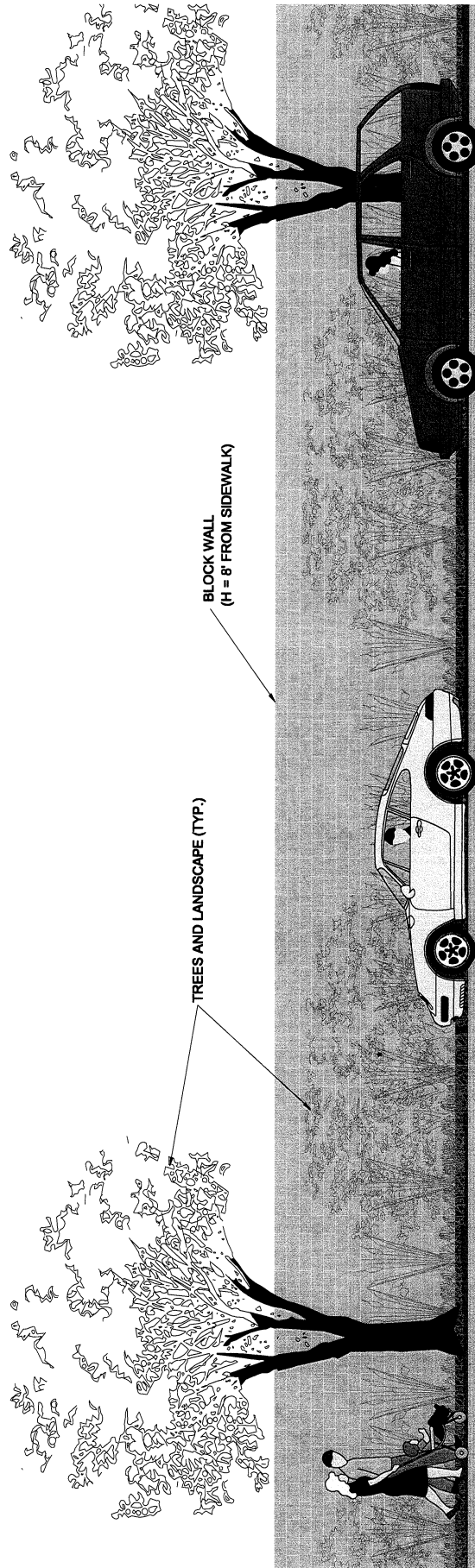
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CONCEPTUAL VIEW FROM STREET
(LOOKING SOUTHERLY FROM ATLANTA AVENUE)

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City of Huntington Beach

2000 Main Street • Huntington Beach, CA 92648

OFFICE OF THE CITY CLERK
JOAN L. FLYNN
CITY CLERK

NOTICE OF ACTION

MITIGATED NEGATIVE DECLARATION NO. 09-001 **(ATLANTA AVENUE WIDENING MND)**

February 3, 2011

City of Huntington Beach
Public Works Department
2000 Main Street
Huntington Beach CA 92648

APPLICANT: City of Huntington Beach Public Works Department

APPELLANT: Hart, King and Coldren, 200 Sandpointe, Fourth Floor, Santa Ana, CA 92707

REQUEST: To analyze the potential environmental impacts associated with a proposal to widen the south side of Atlanta Avenue, between Huntington Street and Delaware Street, to comply with the primary arterial street classification in the General Plan Circulation Element.

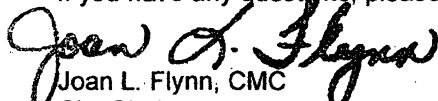
PROPERTY OWNER: **Atlanta Avenue Right-of-Way: City of Huntington Beach; Pacific Mobile Home Park, LLC, 80 Huntington Street, Huntington Beach, CA 92648**

LOCATION: Atlanta Avenue Right-of-Way: between Huntington Street and Delaware Street; Pacific Mobile Home Park: 80 Huntington Street (south side of Atlanta Avenue, between Huntington Street and Delaware Street.

PROJECT PLANNER: Jennifer Villaseñor

On Tuesday, January 18, 2011 a public hearing was held to consider an appeal filed by Hart, King and Coldren of the Planning Commission's Approval of Mitigated Negative Declaration No. 09-001 (Atlanta Avenue Widening MND). The Huntington Beach City Council **approved** Mitigated Negative Declaration No. 09-001 with findings and mitigation measures.

Enclosed are the Findings, Mitigation Measures, and the Action Agenda from the January 18, 2011 meeting. If you have any questions, please Jennifer Villaseñor, Senior Planner at (714) 374-1661.


Joan L. Flynn, CMC
City Clerk

JF:rl

c: Scott Hess, Director of Planning and Building
Jennifer Villaseñor, Senior Planner
Hart, King and Coldren, 200 Sandpointe, Fourth Floor, Santa Ana, CA 92707

Attachments:
Findings and Mitigation Measures MND 09-001
City Council Action Agenda for 1-18-11

Sister Cities: Anjo, Japan • Waitakere, New Zealand

(Telephone: 714-536-5227)
ATTACHMENT NO. 3.1

FINDINGS AND MITIGATION MEASURES
MITIGATED NEGATIVE DECLARATION NO. 09-001

1. Mitigated Negative Declaration No. 2009-001 has been prepared in compliance with Article 6 of the California Environmental Quality Act (CEQA) Guidelines. It was advertised and available for a public comment period of 30 days. Comments received during the comment period were considered by the Planning Commission prior to action on the Mitigated Negative Declaration.
2. Mitigation measures avoid or reduce the project's effects to a point where clearly no significant effect on the environment will occur. Mitigation measures address construction noise and pollutant emissions and potential impacts to biological resources, cultural resources and population and housing. Mitigation measures were generally designed to minimize construction related impacts within and surrounding the project area as well as ensure that relocation of the impacted residents complies with the provisions of existing federal laws enacted to ensure that people whose real property is acquired, or who move as a result of projects receiving federal funds, will be treated fairly and equitably.
3. There is no substantial evidence in light of the whole record before the Planning Commission that the project, as mitigated through the attached mitigation measures, will have a significant effect on the environment. The proposed project will widen Atlanta Avenue between Huntington Street and Delaware Street to comply with the primary arterial street classification in the General Plan Circulation Element. As defined in the General Plan, the primary arterial street classification provides sidewalk, curb, gutter, a bike lane, and two through lanes in each direction of travel, separated by a striped median. Currently, the subject segment of Atlanta Avenue provides one lane in each direction, a striped median, and on-street parking along a portion of the north side of the street. Additional beneficial impacts include construction of a new ADA accessible sidewalk and Class II bike lane along the south side of Atlanta Avenue. The subject segment of Atlanta Avenue does not currently have a sidewalk or designated bike lane. Because the current roadway narrows at the intersection of Huntington Street and Atlanta Avenue, traffic flow is often impeded when the bus makes stops at this location. In addition, bicyclists are currently forced into travel lanes due to the roadway narrowing and the existing transit stop configuration. The project would improve the current conditions with the installation of the proposed improvements and would improve traffic safety for pedestrians, bicyclists and transit users traveling within the project area. Finally, all potential adverse impacts resulting from construction of the project can be adequately mitigated to a less than significant level.

MITIGATION MEASURES FOR ENVIRONMENTAL CONCERNS:

1. As soon as feasibly possible, the City shall commence with acquisition and relocation in accordance with the provisions of the Federal Uniform Act and other applicable laws. Notification to and discussions with the impacted property owner and residents shall occur as soon as feasibly possible pursuant to the Federal Uniform Act. The City shall ensure that a relocation plan is prepared prior to final project plans and relocation is implemented in accordance with the Federal Uniform Act.
2. The City shall require, by contract specifications, implementation of the following measures:

- a. All work shall be done in accordance with the "GREENBOOK" Standard Specifications for Public Works Construction, 2009 Edition, as written and promulgated by Public Works Standards, Inc.
- b. The construction contractor shall not discharge smoke, dust, equipment exhaust, or any other air contaminants into the atmosphere in such quantity as will violate any federal, State or local regulations. (Greenbook Section 7-8.2)
- c. The contractor shall comply with Caltrans' Standard Specification Section 7-1.01F and Section 10 of Caltrans' Standard Specifications (1999).
- d. The contractor shall apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions.
- e. The contractor shall spread soil binder on any unpaved roads used for construction purposes and all project construction parking areas.
- f. The contractor shall wash trucks as they leave the right-of-way as necessary to control fugitive dust.
- g. The contractor shall properly tune and maintain construction equipment and vehicles and use low-sulfur fuel in all construction equipment as provided in the California Code of Regulations Title 17, Section 93114.
- h. The contractor shall develop a dust control plan documenting sprinkling, temporary paving, speed limits, and expedited re-vegetation of disturbed slopes as needed to minimize construction impacts to adjacent uses and residents.
- i. The contractor shall locate equipment and materials storage as far away from residential as practical.
- j. The contractor shall establish environmentally sensitive areas for receptors within which construction activities involving extended idling of diesel equipment would be prohibited to the extent feasible.
- k. The contractor shall use track out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.
- l. The contractor shall require that all transported loads of soil and wet materials shall be covered prior to transport, or provide adequate freeboard to reduce PM₁₀ and deposition of particulate matter during transportation.
- m. The contractor shall route and schedule construction traffic to avoid peak travel times as much as possible to reduce congestion and related air quality impacts caused by idling along local roads.
- n. The contractor shall install landscaping as soon as practical after grading to reduce windblown particulate in the area.
- o. The contractor shall implement a street sweeping program with Rule 1186-compliant PM₁₀-efficient vacuum units on at least a 14-day frequency.
- p. The contractor shall abate dust nuisance by cleaning, sweeping and spraying with water, or other means as necessary. (Greenbook Section 7-8.1)
- q. The contractor shall provide a self-loading motorized street sweeper equipped with a functional water spray system. The sweeper shall clean all paved areas within the work site and all pave haul routes at least once a day. (Greenbook Section 7-8.1)

3. Prior to the onset of ground disturbance activities, the project developer shall implement the following mitigation measure which entails nesting surveys and avoidance measures for sensitive nesting and MBTA species, and appropriate agency consultation:
 - a. Vegetation removal and construction shall occur between September 1 and January 31 whenever feasible.
 - b. Prior to any construction or vegetation removal between February 15 and August 31, a nesting survey shall be conducted by a qualified biologist of all habitats within 500 feet of the construction area. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities and surveys will be conducted in accordance with California Department of Fish and Game (CDFG) protocol as applicable. If no active nests are identified on or within 500 feet of the construction site, no further mitigation is necessary. A copy of the pre-construction survey shall be submitted to the City of Huntington Beach. If an active nest of a MBTA protected species is identified onsite (per established thresholds), a 250-foot no-work buffer shall be maintained between the nest and construction activity. This buffer can be reduced in consultation with CDFG and/or U.S. Fish and Wildlife Service.
 - c. Completion of the nesting cycle shall be determined by a qualified ornithologist or biologist.
4. The City shall require by contract specifications the following measures:
 - a. Ensure that all construction equipment has sound-control devices.
 - b. Prohibit equipment with un-muffled exhaust.
 - c. Site staging of equipment as far away from sensitive receptors as possible.
 - d. Limit idling of equipment whenever possible.
 - e. Notify adjacent residents in advance of construction work.
 - f. Educate contractors and employees to be sensitive to noise impact issues and noise control methods.
 - g. Install temporary acoustic barriers between the mobile home removal and construction activities and the row of mobile homes to remain closest to Atlanta Avenue. Acoustical barriers should provide a Sound Transmission Class Rating of 25 and should be situated in a manner to provide an uninterrupted continuous barrier between all mobile home removal and road construction activities. During the mobile home removal activities, the barriers should stretch from the east edge of the property to the west and zig-zag between homes where necessary. After removal of the mobile homes and prior to construction of the drive aisle within the mobile home property, the barrier can be straightened to stretch more directly from the east property line to the west property line.
5. If cultural resources are encountered during construction-related ground-disturbing activities, all construction personnel shall be informed of the need to stop work on the project site in the event of a potential find, until a qualified archaeologist has been provided the opportunity to assess the significance of the find and implement appropriate measures to protect or scientifically remove the find. Construction personnel shall also be informed that unauthorized collection of cultural resources is prohibited. If archaeological resources are discovered during ground-disturbing activities, all construction activities within 50 feet of the find shall cease until the archaeologist evaluates the significance of the resource. In the

absence of a determination, all archaeological resources shall be considered significant. If the resource is determined to be significant, the archaeologist shall prepare a research design and recovery plan for the resources.

6. If human remains are discovered during construction or any earth-moving activities, the County Coroner must be notified of the find immediately. No further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. If the human remains are determined to be prehistoric, the Coroner must notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendent (MLD). The designated MLD may make recommendations to the City for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods.

INDEMNIFICATION AND HOLD HARMLESS CONDITION:

The owner of the property which is the subject of this project and the project applicant if different from the property owner, and each of their heirs, successors and assigns, shall defend, indemnify and hold harmless the City of Huntington Beach and its agents, officers, and employees from any claim, action or proceedings, liability cost, including attorney's fees and costs against the City or its agents, officers or employees, to attack, set aside, void or annul any approval of the City, including but not limited to any approval granted by the City Council, Planning Commission, or Design Review Board concerning this project. The City shall promptly notify the applicant of any claim, action or proceeding and should cooperate fully in the defense thereof.

**ENVIRONMENTAL CHECKLIST FORM
CITY OF HUNTINGTON BEACH
PLANNING & BUILDING DEPARTMENT
ENVIRONMENTAL ASSESSMENT NO. 09-001**

- 1. PROJECT TITLE:** Atlanta Avenue Widening Project
Concurrent Entitlements: Coastal Development Permit No. 2009-001; Conditional Use Permit No. 2009-019
- 2. LEAD AGENCY:** City of Huntington Beach
2000 Main Street
Huntington Beach, CA 92648
- Contact:** Jennifer Villasenor, Acting Senior Planner
Phone: (714) 374-1661
- 3. PROJECT LOCATION:** 80 Huntington Street (south side of Atlanta Avenue, between Huntington Street and Delaware Street) (*Refer to Attachment No. 1*)
- 4. PROJECT PROPONENT:** City of Huntington Beach
Public Works Department
2000 Main Street
Huntington Beach, CA 92648
Contact: Jonathan Claudio, Senior Civil Engineer
(714) 374-5380
- 5. GENERAL PLAN DESIGNATION:** Atlanta Avenue: Right-of-Way
Manufactured Home Park: Residential – Medium High Density – 15 units/acre (RM-15)
- 6. ZONING:** Atlanta Avenue: Right-of-Way
Manufactured Home Park: Residential Manufactured Home Park – Coastal Zone overlay (RMP-CZ)
- 7. PROJECT DESCRIPTION** (Describe the whole action involved, including, but not limited to, later phases of the project, and secondary support, or off-site features necessary for implementation):

The City proposes to widen the south side of Atlanta Avenue, between Huntington Street and Delaware Street, to comply with the primary arterial street classification in the General Plan Circulation Element. The General Plan Circulation Element designates Atlanta Avenue as a primary arterial street, both in the current and in the 2010 Circulation Plan of Arterial Highways/County Master Plan of Arterial Streets and Highways (MPAH). As defined in the General Plan, the primary arterial street classification provides sidewalk, curb, gutter, a bike lane, and two through lanes in each direction of travel, separated by a striped

median. Currently, the subject segment of Atlanta Avenue provides one lane in each direction, a striped median, and on-street parking along a portion of the north side of the street.

The mixed-use Pacific City project located immediately west of the subject site has recently widened Atlanta Avenue between 1st Street and Huntington Street to its ultimate location. This has resulted in the segment of Atlanta Avenue between Huntington Street and Delaware Street as the lone remaining "choke point" on Atlanta Avenue between 1st Street and Beach Boulevard. The existing "choke point" creates a 26 ft. (approx.) offset in the south curb alignment at the intersection of Atlanta Avenue and Huntington Street. Since the narrowing roadway requires motorists traveling eastbound on Atlanta Avenue to make additional motorist decisions, there is a greater potential for merging accidents and motorists inadvertently driving vehicles off of the street. The proposed street widening would alleviate this "choke point" and help to minimize accident potential and provide for improved traffic safety.

Proposed Street Improvements

The proposed street improvements will provide an additional through lane and bike lane in each direction of travel. In addition, the project's scope of work includes clearing and grubbing, the construction of asphalt concrete roadway, striping, curb, gutter, sidewalk, an 8-foot tall concrete block wall atop a variable height (7 ft. max.) retaining wall, landscaping (including the removal or relocation of 25 trees within the existing mobile home park), reconstruction of a 26 ft. wide drive aisle (circulation road) and two emergency access gates within the mobile home park, and utility and fire hydrant adjustment and relocation, including relocation of an existing drainage catch basin at the corner of Delaware Street and Atlanta Avenue. In addition, five utility poles and overhead lines currently located within the existing southerly parkway area will require relocation. In accordance with the City's franchise agreements, the utility companies will be responsible for the relocation and/or adjustment of their facilities. It should be noted that the project requires approval of a coastal development permit for development in the coastal zone and a conditional use permit for the proposed retaining wall.

Acquisition of Right-of-Way

The existing public street right-of-way along the subject segment of Atlanta Avenue varies from 60 ft. wide (30 ft. north and 30 ft. south of street centerline) at Huntington Street to 85 ft. wide (55 ft. north and 30 ft. south of street centerline) at Delaware Street. Consequently, construction of the proposed street improvements will require the acquisition of an additional 25 feet of public street right-of-way south of the centerline of Atlanta Avenue (i.e., the public street right-of-way is proposed at 55 ft. south of street centerline). The additional 25 feet of right-of-way would come from a 25 feet wide by 630 feet long (approx.) strip of land from the Pacific Mobile Home Park located immediately south of Atlanta Avenue. The acquisition of the 25 feet would impact eight manufactured/mobile homes (Unit Nos. 101, 102, 201, 301, 302, 401, 501, and 502) within the park. The impacted residents would need to be relocated pursuant to the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 ("The Uniform Act"). However, the relocation site is not known at this time since many steps are required before the City can begin relocation. That is, because the City anticipates receiving and using federal funds to construct the project, the City first has to obtain Federal authorization to proceed with the right-of-way phase before it can begin negotiating with the mobile home park owner to acquire the necessary right-of-way. The federal authorization to proceed cannot be granted until environmental review for the project is completed pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). After completion of environmental review and once the authorization to proceed with the right-of-way phase is granted, negotiations to acquire the right-of-way can begin. If the City successfully negotiates land acquisition with the park owner, relocation of the residents would occur at that time. Potential relocation alternatives include on-site relocation, off-site relocation to another park or conventional dwelling unit, or a monetary offer for residents who no longer choose to own a manufactured/mobile home. On-site relocation could occur by relocating the residents to an existing available space within the park or through reconfiguration of the park to include an adjacent

undeveloped area along Delaware Street. Since the City cannot negotiate the relocation alternatives with the impacted residents until the aforementioned steps (i.e. – environmental review, federal authorization, land acquisition) are completed, it is uncertain where the impacted residents would be relocated. Therefore, the physical relocation is not reasonably foreseeable. At such time that the relocation site(s) can be determined, the relocation would be subject to environmental review pursuant to CEQA.

Construction Scenario

It is estimated that project construction would take approximately six months. Once a contract is awarded, the contractor would provide a construction schedule to the City for review and approval. Although the entire project area has been previously graded, it is estimated that approximately 1,300 cubic yards of export soil and 1,800 cubic yards of import soil will be required to transition the existing grade of Atlanta Avenue, which slopes from west to east, to the “new” grades of the widened road and the reconstructed on-site improvements at the Pacific Mobile Home Park property.

- 8. SURROUNDING LAND USES AND SETTING:** The project site consists of the existing Atlanta Avenue right-of-way from Huntington Street to Delaware Street and the northern portion of the Pacific Mobile Home Park, a 256-space mobile home park developed in the late 1950s. The project site is approximately 2.6 acres in area. The existing Atlanta Avenue right-of-way consists of approximately 1.57 acres of the project area and the existing mobile home park property is the remaining 1.03 acres of the project area.

The project area is bounded by single- and multi-family residential uses to the north and east. Although the project site includes the northern portion of the Pacific Mobile Home Park, the majority of the approximately 18.24-acre park, is located immediately south of the street widening site and the Waterfront Hilton Hotel is further south beyond the mobile home park. The Pacific City mixed use project site is located west of the project area.

- 9. OTHER PREVIOUS RELATED ENVIRONMENTAL DOCUMENTATION:** Caltrans-approved Preliminary Environmental Assessment (PES) Form (January, 2009)

- 10. OTHER AGENCIES WHOSE APPROVAL IS REQUIRED (AND PERMITS NEEDED)** (i.e. permits, financing approval, or participating agreement):

- ♦ Caltrans
- ♦ Federal Highway Administration

The proposed project is anticipated to receive Federal Highway Administration (FHWA) funding to construct the project. The City has been working with Caltrans to obtain the funding and has already received authorization to proceed with the engineering phase.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or is "Potentially Significant Unless Mitigated," as indicated by the checklist on the following pages.

- | | | |
|--|--|---|
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Transportation / Traffic | <input type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Population / Housing | <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Aesthetics |
| <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Cultural Resources |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Noise | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared. ☐

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A **MITIGATED NEGATIVE DECLARATION** will be prepared. ☒

I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required. ☐

I find that the proposed project **MAY** have a "potentially significant impact" or a "potentially significant unless mitigated impact" on the environment, but at least one impact (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed. ☐

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, **nothing further is required.** ☐

Signature

Printed Name

Date

Title

8/5/10

Acting Senior Planner

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to the project. A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards.
2. All answers must take account of the whole action involved. Answers should address off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. "Potentially Significant Impact" is appropriate, if an effect is significant or potentially significant, or if the lead agency lacks information to make a finding of insignificance. If there are one or more "Potentially Significant Impact" entries when the determination is made, preparation of an Environmental Impact Report is warranted.
4. "Potentially Significant Impact Unless Mitigated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVIII, "Earlier Analyses," may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XVIII at the end of the checklist.
6. References to information sources for potential impacts (e.g., general plans, zoning ordinances) have been incorporated into the checklist. A source list has been provided in Section XVIII. Other sources used or individuals contacted have been cited in the respective discussions.
7. The following checklist has been formatted after Appendix G of Chapter 3, Title 14, California Code of Regulations, but has been augmented to reflect the City of Huntington Beach's requirements.

SAMPLE QUESTION:

<i>ISSUES (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Would the proposal result in or expose people to potential impacts involving:</i>				
<i>Landslides? (Sources: 1, 6)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Discussion: The attached source list explains that 1 is the Huntington Beach General Plan and 6 is a topographical map of the area which show that the area is located in a flat area. (Note: This response probably would not require further explanation).</i>				

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Less Than Significant Impact	No Impact
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I. LAND USE AND PLANNING. Would the project:

- a) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (Sources:1,2,5)
- ☐ ☐ ☒ ☐

Discussion: The proposed project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. The General Plan Circulation Element designates Atlanta Avenue as a primary arterial street, both in the current and in the 2010 Circulation Plan of Arterial Highways. As defined in the General Plan, the primary arterial street classification provides sidewalk, curb, gutter, a bike lane, and two through lanes in each direction of travel, separated by a striped median. Currently, the subject segment of Atlanta Avenue provides one lane in each direction, a striped median, and on-street parking along a portion of the north side of the street. The proposed project would bring the subject segment of Atlanta Avenue into compliance with its General Plan classification as well as the Orange County Master Plan of Arterial Highways (MPAH). The project is also consistent with the 2008 Regional Transportation Plan (RTP) of the Southern California Association of Governments (SCAG).

Other improvements of the project include a concrete block retaining wall, which would replace an existing wood fence separating Atlanta Avenue from the existing mobile home park south of Atlanta Avenue. The concrete block retaining wall requires a conditional use permit pursuant to the Huntington Beach Zoning and Subdivision Ordinance (HBZSO), which is part of the project's entitlement request and analyzed as part of the scope of the project within this document. The project also requires acquisition of an additional 25 feet of right-of-way south of Atlanta Avenue. The right-of-way would be acquired from the existing mobile home park immediately south of Atlanta Avenue and would result in the removal of eight homes from their current location in the park. The residents of the eight homes would be required to be relocated pursuant to the Federal Uniform Act and is further discussed under the Population and Housing section of this document. Finally, as the project site is located in the coastal zone, a coastal development permit is required subject to the requirements of Chapter 245 of the HBZSO. The coastal development permit is required to ensure that the project conforms to the California Coastal Act and would not be detrimental to coastal resources and access. As discussed throughout the document, the project would not cause significant environmental impacts to coastal resources and would be improving coastal access by providing a sidewalk and Class-II bike lane and improving an existing Orange County Transit Authority (OCTA) bus stop.

After acquisition of 25 feet of the existing mobile home park for right-of-way, the resulting mobile home park would remain in compliance with the applicable development standards of the HBZSO such as lot size and setbacks. In addition, the resulting density of the mobile home park would be consistent with its General Plan land use designation of Residential Medium Density – 15 units per acre, even if all of the residents choose to relocate within the existing mobile home park.

Based on the analysis above, the project would not conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Less than significant impacts would occur.

- b) Conflict with any applicable habitat conservation plan
- ☐ ☐ ☐ ☒

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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or natural community conservation plan? (Sources:1)

Discussion: The project would not conflict with any applicable habitat conservation plan or natural community conservation plan as no such plan is adopted for the City of Huntington Beach. No impacts would occur.

- c) Physically divide an established community? (Sources:4) ☐ ☐ ☒ ☐

Discussion: Although the project involves a street widening project, it would not result in the division of an established community. The project would widen Atlanta Avenue between Huntington Street and Delaware Street to its designated classification and improve circulation in the project area. In order to accomplish the proposed project, acquisition of 25 feet of additional right-of-way is required from the existing mobile home park immediately south of Atlanta Avenue. Upon completion of the construction, the mobile home park would have access and drive aisles in the same location as prior to construction and would not be physically divided. Less than significant impacts would occur.

II. POPULATION AND HOUSING. Would the project:

- a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extensions of roads or other infrastructure)? (Sources:4,5) ☐ ☐ ☒ ☐

Discussion: The project does not include new residential units or commercial and industrial uses that would induce substantial population growth. The project proposes to widen Atlanta Avenue and therefore would be increasing capacity for the road and indirectly allow for population growth. However, the widening project would bring the subject segment of Atlanta Avenue into compliance with its General Plan Circulation Element designation and would not induce growth that was not previously accounted for in the General Plan. Impacts would be less than significant.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Sources:4,5) ☐ ☒ ☐ ☐

Discussion: See discussion under c.

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (Sources:4,5) ☐ ☒ ☐ ☐

Discussion b & c: The proposed project involves the widening of Atlanta Avenue from Huntington Street to Delaware Street and associated improvements. To accomplish the project, acquisition of 25 feet of additional right-of-way is required on the south side of Atlanta Avenue. Along with the acquisition of this 25 feet wide by 630 feet long (approx.) strip of land from the mobile home park immediately south of Atlanta Avenue, eight homes (Unit Nos. 101, 102, 201, 301, 302, 401, 501, and 502) consisting of 14 residents will also need to be removed in order to construct the proposed street widening project. The removal of the homes and displacement of the 14 impacted residents is subject to the relocation requirements under the Federal Uniform

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Act. The Federal Uniform Act, passed by Congress in 1970, is a federal law that establishes minimum standards for federally funded programs and projects that require the acquisition of real property or displace persons from their homes, businesses, or farms. The Uniform Act's protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects. Alternatives for the relocation of the units would include on-site relocation, off-site relocation to another park or conventional dwelling unit, or a monetary offer for residents who no longer choose to own a manufactured/mobile home.

Because the City anticipates receiving and using federal funds to construct the project, the City first has to obtain Federal authorization to proceed with the right-of-way phase before it can begin negotiating with the mobile home park owner to acquire the necessary right-of-way. The federal authorization to proceed cannot be granted until environmental review for the project is completed pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). After completion of environmental review and once the authorization to proceed with the right-of-way phase is granted, negotiations to acquire the right-of-way can begin. If the City successfully negotiates land acquisition with the park owner, relocation of the residents would occur at that time. Therefore, the ultimate relocation of the impacted mobile homes/residents is not known at this point because real estate negotiations with the mobile home park owner and residents cannot commence until the City completes environmental review and receives authorization to proceed with the right-of-way phase. While eight homes with 14 residents would not necessarily be considered a substantial relocation, in order to ensure that impacts to the 14 residents that would require relocation is less than significant, the following mitigation measure is recommended:

POP-1: *Upon Federal authorization to proceed with right-of-way acquisition, the City shall commence with acquisition and relocation in accordance with the provisions of the Federal Uniform Act. Notification to and discussions with the impacted residents shall occur as soon as feasibly possible pursuant to the Federal Uniform Act. The City shall ensure that a relocation plan is prepared prior to final project plans and relocation is implemented in accordance with the Federal Uniform Act.*

Compliance with the Federal Uniform Act will ensure the proper and fair treatment of the mobile home park owner and displaced residents in an efficient manner during the acquisition and relocation process. With implementation of POP-1, less than significant impacts would occur.

III. GEOLOGY AND SOILS. Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault ? (Sources:1,6,13) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See discussion under b.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| ii) Strong seismic ground shaking? (Sources:1,6,13) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|